



2006 State Transportation Improvement Program Fund Estimate Augmentation

Adopted by
California Transportation Commission
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Prepared by
California Department of Transportation
Business, Transportation and Housing Agency

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2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE AUGMENTATION

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INTRODUCTION

Biennially, the California Department of Transportation (Department) is required by Government Code Sections 14524 and 14525 to develop a State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE provides an estimate, in annual increments, of all federal and state funds reasonably expected to be available for programming in the subsequent STIP, and a plan to manage these funds over the five year STIP period. The 2006 STIP FE covers the period from 2006-07 through 2010-11, with the 2005-06 year included as the base year.

The Department is required to present a FE to the California Transportation Commission (Commission) by July 15, and the Commission to adopt a FE by August 15 of each odd-numbered year. After exercising its option to delay the adoption of the FE on July 14, 2005, the 2006 STIP FE was eventually adopted by the Commission on September 29, 2005.

The passage of Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Act) in the November 2006 general elections, necessitated an augmentation to the 2006 STIP FE to account for new STIP funds provided by the Act. As a result, the 2006 STIP FE Augmentation was prepared by the Department at the request of Commission staff and adopted by the Commission on December 13, 2006.

Note: The 2007-08 Governor's Budget, released on January 10, 2007, proposes changes to the Public Transportation Account (PTA) in 2007-08 and in future years that would provide substantially less PTA funding than this FE assumes under current statute. These changes, if approved, would reduce future STIP capacity. The Governor's Budget, however, does not alter the assumptions made by the Commission when it adopted the FE, and it does not affect the development of the 2006 STIP Augmentation, scheduled for adoption in June 2007.

METHODOLOGY

The 2006 STIP FE Augmentation is based on the 2006 STIP FE adopted by the Commission on September 29, 2005. STIP funding identified in the 2006 FE was derived from individual FEs for the State Highway Account (SHA), Public Transportation Account (PTA), Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF).

The passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Act) created the Transportation Facilities Account (TFA), which adds \$2 billion in augmented funding for STIP projects. The Act also created the Highway Safety, Rehabilitation, and Preservation Account (HSRPA), which provides \$750 million in funding for State Highway Operations and Protection Program (SHOPP) projects, as well as projects for traffic light synchronization and local technology improvements.

In addition to incorporating the augmented STIP funds from the TFA, assumptions and updates were made regarding revenues that have changed since the adoption of the 2006 STIP FE. The following assumptions were made:

- The assumption for Tribal Gaming loan repayments was changed, per recommendation by Commission staff, to assume that repayments will occur via \$100 million annual payments from Tribal Gaming compacts and not from the sale of Tribal Gaming bonds.
- Sales tax on diesel revenues were updated from 2006-07 through 2010-11 to reflect recent increases in the price of diesel. Diesel prices have remained higher than what was forecasted in the 2006 FE.
- PTA Spillover was updated for 2006-07 based on current gas prices and the average gas price from the first three quarters of 2006.
- Repayment to the TDIF was updated per the 2006 Budget Act's authorization of a \$1.415 billion repayment in 2006-07. Distribution was based on actual August 2006 transfers from the State Controller's Office.
- With the exception of the adjustment to the Tribal Gaming assumption, the SHA was not updated. The assumption still remains that any additional capacity for SHA aside from Tribal Gaming revenues will be used to fund the SHOPP.
- The TFA and HSRPA totals are shown after administrative and bond issuance costs. It is estimated that \$490 million will be available for SHOPP highway projects in 2007-08 after the set aside for traffic light synchronization and local technology improvement projects.

RESULTS

The 2006 STIP FE Augmentation increases STIP program capacity by \$2.432 billion over the five-year total of \$5.616 billion adopted last September. Over the six-year period, STIP program capacity increases only \$1.996 billion from the adopted 2006 STIP FE as a result of the Tribal Gaming Bonds being postponed indefinitely.

Highlights

- PTA program capacity is increased \$125 million over the FE period, but only \$2 million over the six-year period, as a result of the Tribal Gaming Bonds being postponed indefinitely.
- TDIF program capacity is increased by \$23 million over the FE period as a result of additional estimated interest from an early TDIF loan repayment in 2006-07.
- The new assumption for Tribal Gaming loan repayments increases SHA program capacity by \$324 million over the FE period, but only \$10 million over the six-year period.
- The majority of new STIP capacity is attributed to \$1.960 billion estimated to be available from the TFA in 2007-08.



2006 STIP Fund Estimate Augmentation
Net Change from 2006 STIP Fund Estimate Program Capacity
(\$ millions)

2006 STIP Fund Estimate Program Capacity

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Public Transportation Account (without Tribal)	\$227	\$225	\$320	\$168	\$310	\$285	\$1,308	\$1,535
Transportation Investment Fund	\$600	\$800	\$685	\$685	\$680	\$680	\$3,530	\$4,130
Transportation Deferred Investment Fund	\$0	\$0	\$226	\$191	\$0	\$0	\$417	\$417
Tribal Gaming Capacity:								
State Highway Account	\$465	\$0	\$0	\$0	\$0	\$0	\$0	\$465
Public Transportation Account	\$123	\$0	\$0	\$152	\$0	\$0	\$152	\$275
Transportation Facilities Account	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2006 STIP FE Program Capacity	\$1,415	\$1,025	\$1,231	\$1,196	\$990	\$965	\$5,407	\$6,822

2006 STIP Fund Estimate Augmentation Program Capacity

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Public Transportation Account (without Tribal)	\$227	\$385	\$320	\$300	\$290	\$290	\$1,585	\$1,812
Transportation Investment Fund	\$600	\$800	\$685	\$685	\$680	\$680	\$3,530	\$4,130
Transportation Deferred Investment Fund	\$0	\$440	\$0	\$0	\$0	\$0	\$440	\$440
Tribal Gaming Capacity:								
State Highway Account	\$151	\$100	\$100	\$100	\$24	\$0	\$324	\$475
Public Transportation Account	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Facilities Account	\$0	\$0	\$1,960	\$0	\$0	\$0	\$1,960	\$1,960
Revised STIP Program Capacity	\$978	\$1,725	\$3,065	\$1,085	\$994	\$970	\$7,839	\$8,817

Net Change from 2006 STIP Fund Estimate

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Public Transportation Account	\$0	\$160	\$0	\$132	(\$20)	\$5	\$277	\$277
Transportation Investment Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Deferred Investment Fund	\$0	\$440	(\$226)	(\$191)	\$0	\$0	\$23	\$23
Tribal Gaming Capacity:								
State Highway Account	(\$314)	\$100	\$100	\$100	\$24	\$0	\$324	\$10
Public Transportation Account	(\$123)	\$0	\$0	(\$152)	\$0	\$0	(\$152)	(\$275)
Transportation Facilities Account	\$0	\$0	\$1,960	\$0	\$0	\$0	\$1,960	\$1,960
Augmented STIP Program Capacity	(\$437)	\$700	\$1,834	(\$111)	\$4	\$5	\$2,432	\$1,996
Cumulative Program Capacity	(\$437)	\$264	\$2,098	\$1,987	\$1,991	\$1,996		

Additional SHOPP Program Capacity from Bond Act

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Highway Safety, Rehabilitation, and Preservation Account	\$0	\$0	\$490	\$0	\$0	\$0	\$490	\$490
Additional SHOPP Program Capacity	\$0	\$0	\$490	\$0	\$0	\$0	\$490	\$490

Note: Numbers may not add due to rounding.

COUNTY AND INTERREGIONAL SHARE ESTIMATES

The following tables display augmented State Transportation Improvement Program (STIP) county and interregional shares and targets for the 2006 STIP.

Table 1 (Page 7), Summary of Targets and Shares. This table takes into account all county and interregional share balances through the December 2006 Commission meeting, as well as the new statewide STIP capacity. For each county and the interregional share, the table identifies the following four target amounts:

- Base. This is the current unprogrammed share for each county and the interregional program, through the December 2006 Commission meeting, without the addition of any new statewide capacity. The Commission expects to give priority to fulfilling these shares in the 2006 STIP Augmentation.
- Highway Target. This target is determined by calculating the STIP formula share of estimated revenues available for highways and other nontransit purposes (i.e., excluding PTA revenues) through 2010-11. It is not a minimum, guarantee, or limit on project nominations or project selection in any county or region for the 2006 STIP Augmentation.
- Total Target. This target is determined by calculating the STIP formula share of all available revenues, including PTA revenues, through 2010-11. It is not a minimum, guarantee, or limit on project nominations or project selection in any county or region for the 2006 STIP Augmentation.
- Maximum. This target is determined by calculating the STIP formula share of all available revenues, including PTA revenues, through the end of the county share period that extends beyond the STIP period, 2011-12. This represents the maximum amount that the Commission may program in a county, other than advancing future share to a county under 1 million population pursuant to Streets and Highways Code Section 188.8(j).

Table 2 (Page 8), Calculation of New Programming Targets and Share with PTA Funding. This table displays factors in the calculation of the Total Target on Table 1.

- The first three columns show the current share status, including STIP allocations and amendments through December 2006.

- The fourth column is the formula distribution of new share and the fifth column, the “net share,” is the sum of the current share and the new share. This amount from the fifth column is the Total Share as displayed on page 1. The statewide total in the fifth column is equal to the total statewide STIP capacity available, including PTA funding.
- The sixth column represents the “net advance” for counties where the sum of the third and fourth columns is negative.
- Columns seven through nine display the formula distribution and net share or net advance through the end of the four-year share period in 2011-12, one year beyond the end of the STIP period. The net share in column eight is the maximum shown on Table 1.

Table 3 (Page 9), Calculation of New Programming Targets for Highways (non-PTA). This table is the same as page 2, except that all PTA capacity for the STIP period is excluded. The net share in the fifth column is the Highway Target displayed on table 1.

Table 4 (Page 10), Planning, Programming, and Monitoring (PPM) Limitations. State law and the STIP guidelines provide that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period. This table displays the calculation of these limitations for each county, both for the four-year period ending 2007-08 and for the three years through 2010-11, the end of the 2006 STIP period.

- The first five columns of figures display the base against which the percentage limitation is applied.
 - The first column is the base for the period ending 2007-08 and is the same as the base identified in the 2004 fund estimate.
 - The next four columns display the base for the period 2008-09 through 2010-11. Columns two through four are the new formula distributions identified in the 2004 STIP fund estimate, the 2006 fund estimate, and this 2006 augmentation fund estimate. Column five is the sum of columns two through four.
- The two columns at the right side of the table display the limitations for each period. Column seven is five percent of column one. Column eight is five percent of column five.

2006 STIP Fund Estimate Augmentation
Table 1. Summary of Targets and Shares
(\$ 1,000's)

County	2006 STIP Augmentation Programming			
	Base	Highway Target	Total Target	Maximum
	Current Unprogrammed Share	Target through 2010-11	Target through 2010-11	Estimated Share through 2011-12
Alameda	0	33,339	50,707	72,368
Alpine - Amador - Calaveras	0	3,252	6,192	9,859
Butte	11,760	19,249	22,571	26,713
Colusa	5,524	7,498	8,374	9,466
Contra Costa	37,335	62,720	73,977	88,017
Del Norte	2,669	4,558	5,395	6,440
El Dorado LTC	640	5,433	7,558	10,209
Fresno	0	9,796	21,797	36,765
Glenn	3,119	5,227	6,162	7,328
Humboldt	19,904	27,484	30,845	35,038
Imperial	2,966	15,629	21,245	28,249
Inyo	13,237	23,516	28,074	33,759
Kern	28,174	63,596	79,304	98,896
Kings	5,801	11,113	13,469	16,407
Lake	7,747	10,992	12,430	14,225
Lassen	11,139	15,958	18,095	20,761
Los Angeles	0	238,164	344,625	477,403
Madera	10,816	15,625	17,758	20,418
Marin	0	2,739	6,029	10,131
Mariposa	3,797	5,760	6,630	7,715
Mendocino	0	3,598	6,771	10,728
Merced	20,780	29,423	33,256	38,036
Modoc	3,609	6,168	7,303	8,719
Mono	8,054	15,665	19,040	23,250
Monterey	362	14,266	20,432	28,122
Napa	17,478	22,074	24,113	26,655
Nevada	0	238	2,018	4,238
Orange	47,401	119,787	151,887	191,923
Placer TPA	0	0	0	0
Plumas	5,248	8,149	9,435	11,039
Riverside	116,000	167,816	190,794	219,453
Sacramento	0	32,927	47,903	66,582
San Benito	5,793	8,313	9,431	10,825
San Bernardino	64,107	131,542	161,448	198,746
San Diego	6,151	85,079	120,081	163,735
San Francisco	9,403	29,416	38,291	49,360
San Joaquin	11,681	29,286	37,093	46,831
San Luis Obispo	20,868	35,020	41,295	49,123
San Mateo	2,877	23,487	32,626	44,025
Santa Barbara	31,260	47,428	54,598	63,541
Santa Clara	0	37,207	57,542	82,903
Santa Cruz	369	8,424	11,997	16,452
Shasta	4,177	12,363	15,993	20,520
Sierra	2,622	3,987	4,593	5,348
Siskiyou	6,052	11,737	14,258	17,402
Solano	0	11,670	17,000	23,648
Sonoma	0	0	5,345	13,460
Stanislaus	20,823	34,457	40,503	48,044
Sutter	0	0	0	1,355
Tahoe RPA	5,957	8,008	8,917	10,051
Tehama	9,311	13,420	15,242	17,514
Trinity	4,860	7,814	9,125	10,758
Tulare	34,413	51,055	58,436	67,640
Tuolumne	681	4,039	5,528	7,386
Ventura	0	7,628	18,146	31,266
Yolo	0	5,701	8,612	12,243
Yuba	6,496	8,856	9,902	11,208
Statewide Regional	631,461	1,617,696	2,090,191	2,682,296
Interregional	23,093	382,696	542,168	741,063
TOTAL	654,554	2,000,392	2,632,359	3,423,359

	Carryover	New	Total
Statewide TFA (Prop 1B Bond) Capacity	0	1,960,000	1,960,000
Statewide TIF/TDIF/SHA Capacity	7,392	33,000	40,392
Subtotal, Highway Capacity	7,392	1,993,000	2,000,392
Statewide PTA Capacity	629,467	2,500	631,967
Total STIP Capacity Available	636,859	1,995,500	2,632,359

2006 STIP Fund Estimate Augmentation
Table 2. Calculation of New Programming Targets and Shares with PTA Funding
(\$ 1,000's)

County	Balance to 12-06		2006 STIP Carryover	2006 STIP Augmentation			STIP Share Through 2011-12 (Final Year of Share Period)		
	Unprog'd Balance	Balance Advanced		Shares			Formula Distribution	Net Share	Net Advance
				Formula Distribution	Net Share	Net Advance			
Alameda	0	5,825	(5,825)	56,532	50,707	0	78,193	72,368	0
Alpine - Amador - Calaveras	0	3,378	(3,378)	9,570	6,192	0	13,237	9,859	0
Butte	11,760	0	11,760	10,811	22,571	0	14,953	26,713	0
Colusa	5,524	0	5,524	2,850	8,374	0	3,942	9,466	0
Contra Costa	37,335	0	37,335	36,642	73,977	0	50,682	88,017	0
Del Norte	2,669	0	2,669	2,726	5,395	0	3,771	6,440	0
El Dorado LTC	640	0	640	6,918	7,558	0	9,569	10,209	0
Fresno	0	17,267	(17,267)	39,064	21,797	0	54,032	36,765	0
Glenn	3,119	0	3,119	3,043	6,162	0	4,209	7,328	0
Humboldt	19,904	0	19,904	10,941	30,845	0	15,134	35,038	0
Imperial	2,966	0	2,966	18,279	21,245	0	25,283	28,249	0
Inyo	13,237	0	13,237	14,837	28,074	0	20,522	33,759	0
Kern	28,174	0	28,174	51,130	79,304	0	70,722	98,896	0
Kings	5,801	0	5,801	7,668	13,469	0	10,606	16,407	0
Lake	7,747	0	7,747	4,683	12,430	0	6,478	14,225	0
Lassen	11,139	0	11,139	6,956	18,095	0	9,622	20,761	0
Los Angeles	0	1,901	(1,901)	346,526	344,625	0	479,304	477,403	0
Madera	10,816	0	10,816	6,942	17,758	0	9,602	20,418	0
Marin	0	4,678	(4,678)	10,707	6,029	0	14,809	10,131	0
Mariposa	3,797	0	3,797	2,833	6,630	0	3,918	7,715	0
Mendocino	0	3,557	(3,557)	10,328	6,771	0	14,285	10,728	0
Merced	20,780	0	20,780	12,476	33,256	0	17,256	38,036	0
Modoc	3,609	0	3,609	3,694	7,303	0	5,110	8,719	0
Mono	8,054	0	8,054	10,986	19,040	0	15,196	23,250	0
Monterey	362	0	362	20,070	20,432	0	27,760	28,122	0
Napa	17,478	0	17,478	6,635	24,113	0	9,177	26,655	0
Nevada	0	3,775	(3,775)	5,793	2,018	0	8,013	4,238	0
Orange	47,401	0	47,401	104,486	151,887	0	144,522	191,923	0
Placer TPA	0	69,159	(69,159)	11,036	0	58,123	15,264	0	53,895
Plumas	5,248	0	5,248	4,187	9,435	0	5,791	11,039	0
Riverside	116,000	0	116,000	74,794	190,794	0	103,453	219,453	0
Sacramento	0	843	(843)	48,746	47,903	0	67,425	66,582	0
San Benito	5,793	0	5,793	3,638	9,431	0	5,032	10,825	0
San Bernardino	64,107	0	64,107	97,341	161,448	0	134,639	198,746	0
San Diego	6,151	0	6,151	113,930	120,081	0	157,584	163,735	0
San Francisco	9,403	0	9,403	28,888	38,291	0	39,957	49,360	0
San Joaquin	11,681	0	11,681	25,412	37,093	0	35,150	46,831	0
San Luis Obispo	20,868	0	20,868	20,427	41,295	0	28,255	49,123	0
San Mateo	2,877	0	2,877	29,749	32,626	0	41,148	44,025	0
Santa Barbara	31,260	0	31,260	23,338	54,598	0	32,281	63,541	0
Santa Clara	0	8,646	(8,646)	66,188	57,542	0	91,549	82,903	0
Santa Cruz	369	0	369	11,628	11,997	0	16,083	16,452	0
Shasta	4,177	0	4,177	11,816	15,993	0	16,343	20,520	0
Sierra	2,622	0	2,622	1,971	4,593	0	2,726	5,348	0
Siskiyou	6,052	0	6,052	8,206	14,258	0	11,350	17,402	0
Solano	0	350	(350)	17,350	17,000	0	23,998	23,648	0
Sonoma	0	15,834	(15,834)	21,179	5,345	0	29,294	13,460	0
Stanislaus	20,823	0	20,823	19,680	40,503	0	27,221	48,044	0
Sutter	0	4,799	(4,799)	4,449	0	350	6,154	1,355	0
Tahoe RPA	5,957	0	5,957	2,960	8,917	0	4,094	10,051	0
Tehama	9,311	0	9,311	5,931	15,242	0	8,203	17,514	0
Trinity	4,860	0	4,860	4,265	9,125	0	5,898	10,758	0
Tulare	34,413	0	34,413	24,023	58,436	0	33,227	67,640	0
Tuolumne	681	0	681	4,847	5,528	0	6,705	7,386	0
Ventura	0	16,092	(16,092)	34,238	18,146	0	47,358	31,266	0
Yolo	0	864	(864)	9,476	8,612	0	13,107	12,243	0
Yuba	6,496	0	6,496	3,406	9,902	0	4,712	11,208	0
Statewide Regional	631,461	156,968	474,493	1,557,225	2,090,191	58,473	2,153,908	2,682,296	53,895
Interregional	23,093	0	23,093	519,075	542,168	0	717,970	741,063	0
TOTAL	654,554	156,968	497,586	2,076,300	2,632,359	58,473	2,871,878	3,423,359	53,895

Statewide TFA (Proposition 1B Bond) Capacity	1,960,000
Statewide TIF/TDIF/SHA Capacity	40,392
Subtotal	2,000,392
Statewide PTA Capacity	631,967
Total	2,632,359

2006 STIP Fund Estimate Augmentation
Table 3. Calculation of New Programming Targets for Highways (non-PTA)
(\$ 1,000's)

County	Balance to 12-06		2006 STIP Carryover	2006 STIP Augmentation			STIP Share Through 2011-12		
	Unprog'd Balance	Balance Advanced		Shares			(Final Year of Share Period)		
				Formula Distribution	Net Share	Net Advance	Formula Distribution	Net Share	Net Advance
Alameda	0	5,825	(5,825)	39,164	33,339	0	60,895	55,070	0
Alpine - Amador - Calaveras	0	3,378	(3,378)	6,630	3,252	0	10,308	6,930	0
Butte	11,760	0	11,760	7,489	19,249	0	11,645	23,405	0
Colusa	5,524	0	5,524	1,974	7,498	0	3,070	8,594	0
Contra Costa	37,335	0	37,335	25,385	62,720	0	39,469	76,804	0
Del Norte	2,669	0	2,669	1,889	4,558	0	2,937	5,606	0
El Dorado LTC	640	0	640	4,793	5,433	0	7,452	8,092	0
Fresno	0	17,267	(17,267)	27,063	9,796	0	42,079	24,812	0
Glenn	3,119	0	3,119	2,108	5,227	0	3,278	6,397	0
Humboldt	19,904	0	19,904	7,580	27,484	0	11,786	31,690	0
Imperial	2,966	0	2,966	12,663	15,629	0	19,689	22,655	0
Inyo	13,237	0	13,237	10,279	23,516	0	15,982	29,219	0
Kern	28,174	0	28,174	35,422	63,596	0	55,076	83,250	0
Kings	5,801	0	5,801	5,312	11,113	0	8,260	14,061	0
Lake	7,747	0	7,747	3,245	10,992	0	5,045	12,792	0
Lassen	11,139	0	11,139	4,819	15,958	0	7,493	18,632	0
Los Angeles	0	1,901	(1,901)	240,065	238,164	0	373,267	371,366	0
Madera	10,816	0	10,816	4,809	15,625	0	7,478	18,294	0
Marin	0	4,678	(4,678)	7,417	2,739	0	11,533	6,855	0
Mariposa	3,797	0	3,797	1,963	5,760	0	3,051	6,848	0
Mendocino	0	3,557	(3,557)	7,155	3,598	0	11,125	7,568	0
Merced	20,780	0	20,780	8,643	29,423	0	13,438	34,218	0
Modoc	3,609	0	3,609	2,559	6,168	0	3,979	7,588	0
Mono	8,054	0	8,054	7,611	15,665	0	11,834	19,888	0
Monterey	362	0	362	13,904	14,266	0	21,619	21,981	0
Napa	17,478	0	17,478	4,596	22,074	0	7,147	24,625	0
Nevada	0	3,775	(3,775)	4,013	238	0	6,240	2,465	0
Orange	47,401	0	47,401	72,386	119,787	0	112,549	159,950	0
Placer TPA	0	69,159	(69,159)	7,645	0	61,514	11,887	0	57,272
Plumas	5,248	0	5,248	2,901	8,149	0	4,510	9,758	0
Riverside	116,000	0	116,000	51,816	167,816	0	80,566	196,566	0
Sacramento	0	843	(843)	33,770	32,927	0	52,508	51,665	0
San Benito	5,793	0	5,793	2,520	8,313	0	3,918	9,711	0
San Bernardino	64,107	0	64,107	67,435	131,542	0	104,852	168,959	0
San Diego	6,151	0	6,151	78,928	85,079	0	122,722	128,873	0
San Francisco	9,403	0	9,403	20,013	29,416	0	31,117	40,520	0
San Joaquin	11,681	0	11,681	17,605	29,286	0	27,373	39,054	0
San Luis Obispo	20,868	0	20,868	14,152	35,020	0	22,004	42,872	0
San Mateo	2,877	0	2,877	20,610	23,487	0	32,045	34,922	0
Santa Barbara	31,260	0	31,260	16,168	47,428	0	25,139	56,399	0
Santa Clara	0	8,646	(8,646)	45,853	37,207	0	71,295	62,649	0
Santa Cruz	369	0	369	8,055	8,424	0	12,525	12,894	0
Shasta	4,177	0	4,177	8,186	12,363	0	12,728	16,905	0
Sierra	2,622	0	2,622	1,365	3,987	0	2,123	4,745	0
Siskiyou	6,052	0	6,052	5,685	11,737	0	8,839	14,891	0
Solano	0	350	(350)	12,020	11,670	0	18,689	18,339	0
Sonoma	0	15,834	(15,834)	14,672	0	1,162	22,813	6,979	0
Stanislaus	20,823	0	20,823	13,634	34,457	0	21,199	42,022	0
Sutter	0	4,799	(4,799)	3,082	0	1,717	4,792	0	7
Tahoe RPA	5,957	0	5,957	2,051	8,008	0	3,189	9,146	0
Tehama	9,311	0	9,311	4,109	13,420	0	6,389	15,700	0
Trinity	4,860	0	4,860	2,954	7,814	0	4,594	9,454	0
Tulare	34,413	0	34,413	16,642	51,055	0	25,876	60,289	0
Tuolumne	681	0	681	3,358	4,039	0	5,222	5,903	0
Ventura	0	16,092	(16,092)	23,720	7,628	0	36,881	20,789	0
Yolo	0	864	(864)	6,565	5,701	0	10,207	9,343	0
Yuba	6,496	0	6,496	2,360	8,856	0	3,669	10,165	0
Statewide Regional	631,461	156,968	474,493	1,078,810	1,617,696	64,393	1,677,395	2,209,167	57,279
Interregional	23,093	0	23,093	359,603	382,696	0	559,132	582,225	0
TOTAL	654,554	156,968	497,586	1,438,413	2,000,392	64,393	2,236,527	2,791,392	57,279

Statewide TFA (Proposition 1B Bond) Capacity	1,960,000
Statewide TIF/TDIF/SHA Capacity	40,392
Subtotal	2,000,392
Statewide PTA Capacity	0
Total	0

2006 STIP Fund Estimate Augmentation
Table 4. Planning, Programming, and Monitoring (PPM) Limitations
(\$ 1,000's)

County	Base				PPM Limitation			
	FY 2004/05 - FY 2007/08	2004 STIP 2008/09	2006 STIP Addition	2006 STIP Augmentation	FY 2008/09 - FY 2010/11	PPM Pct	FY 2004/05 - FY 2007/08	FY 2008/09 - FY 2010/11
Alameda	66,287	38,947	54,829	56,532	150,308	5.0%	3,314	7,515
Alpine/Amador/Calaveras	11,221	6,593	9,281	9,570	25,444	5.0%	561	1,272
Butte	12,677	7,448	10,485	10,811	28,744	5.0%	634	1,437
Colusa	3,342	1,963	2,764	2,850	7,577	5.0%	167	379
Contra Costa	42,965	25,244	35,538	36,642	97,424	5.0%	2,148	4,871
Del Norte	3,197	1,878	2,644	2,726	7,248	5.0%	160	362
El Dorado LTC	8,113	4,766	6,710	6,918	18,394	5.0%	406	920
Fresno	45,805	26,913	37,887	39,064	103,864	5.0%	2,290	5,193
Glenn	3,568	2,096	2,951	3,043	8,090	5.0%	178	405
Humboldt	12,829	7,538	10,612	10,941	29,091	5.0%	641	1,455
Imperial	21,434	12,593	17,728	18,279	48,600	5.0%	1,072	2,430
Inyo	17,397	10,222	14,390	14,837	39,449	5.0%	870	1,972
Kern	59,954	35,226	49,590	51,130	135,946	5.0%	2,998	6,797
Kings	8,992	5,283	7,437	7,668	20,388	5.0%	450	1,019
Lake	5,491	3,227	4,542	4,683	12,452	5.0%	275	623
Lassen	8,156	4,792	6,746	6,956	18,494	5.0%	408	925
Los Angeles	406,322	238,736	336,088	346,526	921,350	5.0%	20,316	46,068
Madera	8,140	4,783	6,733	6,942	18,458	5.0%	407	923
Marin	12,555	7,376	10,384	10,707	28,467	5.0%	628	1,423
Mariposa	3,322	1,952	2,748	2,833	7,533	5.0%	166	377
Mendocino	12,109	7,115	10,016	10,328	27,459	5.0%	605	1,373
Merced	14,628	8,595	12,100	12,476	33,171	5.0%	731	1,659
Modoc	4,331	2,545	3,583	3,694	9,822	5.0%	217	491
Mono	12,882	7,569	10,655	10,986	29,210	5.0%	644	1,461
Monterey	23,533	13,827	19,465	20,070	53,362	5.0%	1,177	2,668
Napa	7,780	4,571	6,435	6,635	17,641	5.0%	389	882
Nevada	6,793	3,991	5,619	5,793	15,403	5.0%	340	770
Orange	122,516	71,985	101,339	104,486	277,810	5.0%	6,126	13,891
Placer TPA	12,940	7,603	10,704	11,036	29,343	5.0%	647	1,467
Plumas	4,910	2,885	4,061	4,187	11,133	5.0%	246	557
Riverside	87,701	51,529	72,542	74,794	198,865	5.0%	4,385	9,943
Sacramento	57,158	33,583	47,279	48,746	129,608	5.0%	2,858	6,480
San Benito	4,265	2,506	3,529	3,638	9,673	5.0%	213	484
San Bernardino	114,138	67,062	94,409	97,341	258,812	5.0%	5,707	12,941
San Diego	133,590	78,491	110,498	113,930	302,919	5.0%	6,680	15,146
San Francisco	33,873	19,902	28,017	28,888	76,807	5.0%	1,694	3,840
San Joaquín	29,797	17,508	24,647	25,412	67,567	5.0%	1,490	3,378
San Luis Obispo	23,952	14,073	19,812	20,427	54,312	5.0%	1,198	2,716
San Mateo	34,883	20,496	28,853	29,749	79,098	5.0%	1,744	3,955
Santa Barbara	27,365	16,079	22,635	23,338	62,052	5.0%	1,368	3,103
Santa Clara	77,609	45,599	64,194	66,188	175,981	5.0%	3,880	8,799
Santa Cruz	13,634	8,011	11,278	11,628	30,917	5.0%	682	1,546
Shasta	13,855	8,140	11,460	11,816	31,416	5.0%	693	1,571
Sierra	2,311	1,358	1,912	1,971	5,241	5.0%	116	262
Siskiyou	9,622	5,653	7,959	8,206	21,818	5.0%	481	1,091
Solano	20,344	11,953	16,828	17,350	46,131	5.0%	1,017	2,307
Sonoma	24,833	14,591	20,541	21,179	56,311	5.0%	1,242	2,816
Stanislaus	23,076	13,558	19,087	19,680	52,325	5.0%	1,154	2,616
Sutter	5,217	3,065	4,315	4,449	11,829	5.0%	261	591
Tahoe RPA	3,471	2,040	2,871	2,960	7,871	5.0%	174	394
Tehama	6,955	4,086	5,752	5,931	15,769	5.0%	348	788
Trinity	5,001	2,938	4,137	4,265	11,340	5.0%	250	567
Tulare	28,168	16,550	23,299	24,023	63,872	5.0%	1,408	3,194
Tuolumne	5,684	3,340	4,701	4,847	12,888	5.0%	284	644
Ventura	40,146	23,588	33,207	34,238	91,033	5.0%	2,007	4,552
Yolo	11,112	6,528	9,191	9,476	25,195	5.0%	556	1,260
Yuba	3,994	2,347	3,304	3,406	9,057	5.0%	200	453
Statewide	1,825,943	1,072,836	1,510,321	1,557,225	4,140,382		91,297	207,019

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APPENDIX A – PUBLIC TRANSPORTATION ACCOUNT

The Public Transportation Account (PTA) provides funding for the Department's Transportation Planning, Mass Transportation, and Intercity Rail programs, and State Transportation Improvement Program (STIP) transit projects. PTA resources are derived from the sales taxes on gasoline and diesel fuels, and transfers from the State Highway Account (SHA) and the Aeronautics Account to pay for the Department's highway and airport planning activities that are not payable from sales tax revenues.

Highlights

- The 2006 STIP Fund Estimate Augmentation increased sales tax revenues from the estimates assumed in the 2006 STIP FE based on revised forecasts from the Department of Finance. It also reflects the distribution of spillover revenues authorized in the 2006 Budget, including:
 - \$200 million towards the \$1.415 billion TDIF repayment in 2006-07, and \$125 million to the Bay Area Toll Authority as part of the Toll Bridge financing plan.
 - \$20 million towards the Agricultural Industry Transportation System grant program, and \$13 million for High Speed Rail.
 - The remainder was split 80 percent to the State Transit Assistance Fund and 20 percent to the PTA.
- The 2006 STIP FE Augmentation increases PTA program capacity by \$125 million over the FE period, but only \$2 million over the six-year period as a result of the Tribal Gaming Bonds being postponed indefinitely.
 - The 2006 STIP FE, adopted in September 2005, assumed that the PTA would receive a \$275 million TCRF loan repayment. A partial payment of \$122.5 million was to be paid 2005-06 with the remainder due in 2008-09.
 - The Commission directed the Department to assume Tribal Gaming loan repayments would be paid in annual installments of \$100 million. The priority of these repayments would be to the SHA, TCRF, and PTA, respectively. Under this assumption, the PTA would not receive a loan repayment during the FE period since repayments would begin in 2012-13.

2006 STIP Fund Estimate Augmentation Public Transportation Account (\$ thousands)

===Without Tribal Gaming Revenue===

		Denotes significant change from 2006 STIP FE						
	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$217,000							\$217,000
Federal Trust Matching Funds Offset	\$37,617	\$38,783	\$39,985	\$41,225	\$42,503	\$43,821	\$206,317	\$243,934
Sales Tax on Gasoline-Prop 111*	\$67,899	\$69,232	\$70,347	\$71,479	\$72,630	\$73,799	\$357,487	\$425,386
Sales Tax on Diesel*	\$271,918	\$275,181	\$278,483	\$281,825	\$285,206	\$288,629	\$1,409,323	\$1,681,241
Interest (SMIF)	\$2,760	\$2,443	\$1,886	\$6,883	\$5,238	\$3,478	\$19,928	\$22,688
Transfer from Aeronautics Account	\$30	\$30	\$30	\$30	\$30	\$30	\$150	\$180
Transfer from State Highway Account (S&HC 194)	\$21,659	\$22,902	\$23,462	\$24,035	\$24,623	\$25,225	\$120,247	\$141,906
Non Article XIX Transfer from SHA (S&HC 183.1)	\$80,930	\$51,485	\$52,000	\$53,786	\$54,936	\$56,513	\$268,720	\$349,650
Transfer to Toll Bridge Seismic Retrofit Account	(\$80,000)	(\$164,900)	\$0	\$0	\$0	\$0	(\$164,900)	(\$244,900)
Tier 2(A) Revenue Assumptions:								
Sales Tax on Gasoline-Spillover*	\$0	\$315,581	\$262,556	\$210,195	\$166,023	\$141,107	\$1,095,462	\$1,095,462
TCRP Loan Payback (Tribal Gaming Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from TIF*	\$136,102	\$141,000	\$170,000	\$306,000	\$322,000	\$339,000	\$1,278,000	\$1,414,102
Transfer from TDIF*	\$0	\$214,081	\$0	\$0	\$0	\$0	\$214,081	\$214,081
TOTAL RESOURCES	\$755,915	\$965,818	\$898,750	\$995,458	\$973,190	\$971,601	\$4,804,816	\$5,560,731
STATE TRANSIT ASSISTANCE	(\$237,959)	(\$475,812)	(\$390,693)	(\$434,749)	(\$422,930)	(\$421,267)	(\$2,145,451)	(\$2,383,411)
SUB TOTAL AVAILABLE RESOURCES	\$517,955	\$490,006	\$508,057	\$560,708	\$550,260	\$550,334	\$2,659,365	\$3,177,320
STATE OPERATIONS								
Rail and Mass Transportation Staff and Support	(\$23,721)	(\$24,456)	(\$25,214)	(\$25,996)	(\$26,802)	(\$27,633)	(\$130,101)	(\$153,822)
Planning Staff and Support	(\$19,730)	(\$20,342)	(\$20,972)	(\$21,622)	(\$22,293)	(\$22,984)	(\$108,213)	(\$127,943)
Administration and Technical Services	(\$2,720)	(\$2,804)	(\$2,891)	(\$2,981)	(\$3,073)	(\$3,169)	(\$14,918)	(\$17,638)
California Transportation Commission	(\$1,269)	(\$1,308)	(\$1,349)	(\$1,391)	(\$1,434)	(\$1,478)	(\$6,960)	(\$8,229)
High-Speed Rail Authority	(\$3,926)	(\$17,048)	(\$4,173)	(\$4,303)	(\$4,436)	(\$4,573)	(\$34,533)	(\$38,459)
Institute of Transportation Studies	(\$980)	(\$1,010)	(\$1,042)	(\$1,074)	(\$1,107)	(\$1,142)	(\$5,375)	(\$6,355)
Public Utilities Commission	(\$2,436)	(\$2,512)	(\$2,589)	(\$2,670)	(\$2,752)	(\$2,838)	(\$13,361)	(\$15,797)
General Administration Expenditures (Prorata)	(\$34)	(\$35)	(\$36)	(\$37)	(\$38)	(\$40)	(\$186)	(\$220)
Federal Trust Matching Funds for State Ops.	(\$37,617)	(\$38,783)	(\$39,985)	(\$41,225)	(\$42,503)	(\$43,821)	(\$206,317)	(\$243,934)
TOTAL STATE OPERATIONS	(\$92,433)	(\$108,298)	(\$98,252)	(\$101,298)	(\$104,439)	(\$107,676)	(\$519,964)	(\$612,397)
INTERCITY RAIL STATE OPERATIONS								
Intercity Rail and Bus Operations - Base	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$73,138)	(\$365,690)	(\$438,828)
Additional Services on Existing Routes	\$0	(\$3,662)	(\$8,362)	(\$9,962)	(\$12,262)	(\$23,062)	(\$57,310)	(\$57,310)
New Routes	\$0	(\$7,300)	(\$12,700)	(\$23,900)	(\$31,600)	(\$32,100)	(\$107,600)	(\$107,600)
Intercity Rail - Heavy Equipment Overhaul	(\$13,100)	(\$14,000)	(\$13,800)	(\$9,300)	(\$13,100)	(\$12,600)	(\$62,800)	(\$75,900)
TOTAL INTERCITY RAIL STATE OPERATIONS	(\$86,238)	(\$98,100)	(\$108,000)	(\$116,300)	(\$130,100)	(\$140,900)	(\$593,400)	(\$679,638)
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	(\$2,908)	(\$2,937)	(\$2,967)	(\$2,997)	(\$3,027)	(\$3,058)	(\$14,987)	(\$17,895)
STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Agricultural Industries Transportation Services (AITS)	\$0	(\$20,000)	\$0	\$0	\$0	\$0	(\$20,000)	(\$20,000)
AB 3090 Cash Reimbursements	(\$43,600)	(\$63,300)	(\$66,370)	(\$43,800)	\$0	\$0	(\$173,470)	(\$217,070)
TOTAL LOCAL ASSISTANCE	(\$46,508)	(\$86,237)	(\$69,337)	(\$46,797)	(\$3,027)	(\$3,058)	(\$208,457)	(\$254,965)
CAPITAL OUTLAY								
Intercity Rail Track Improvements	(\$32,328)	(\$22,646)	(\$11,019)	\$0	\$0	\$0	(\$33,665)	(\$65,993)
TOTAL CAPITAL OUTLAY	(\$32,328)	(\$22,646)	(\$11,019)	\$0	\$0	\$0	(\$33,665)	(\$65,993)
CASH AVAILABLE FOR PROGRAMMING	\$260,448	\$174,725	\$221,448	\$296,313	\$312,694	\$298,699	\$1,303,879	\$1,564,328
PTA CAPACITY AVAILABLE FOR STIP	\$227,000	\$385,000	\$320,000	\$300,000	\$290,000	\$290,000	\$1,585,000	\$1,812,000

* Items subject to 50% split with STA, 2006-07 split 20% to PTA and 80% to STA per the 2006 Budget Act.

APPENDIX B – TRANSPORTATION INVESTMENT FUND

The Transportation Investment Fund (TIF) was established by the Traffic Congestion Relief Act of 2000 (Chapter 91, Statutes of 2000; and Chapter 656, Statutes of 2000). The TIF was created to facilitate the General Fund transfers of gasoline sales tax revenues to fund the Traffic Congestion Relief Program (TCRP) and distribute the remaining funds by formula: 40 percent to local government, 20 percent to the Public Transportation Account (PTA), and 40 percent to the State Transportation Improvement Program (STIP). TIF transfers for the TCRP are scheduled to end in 2007-08, after which transfers will flow directly to local government, the PTA, and the STIP by the same formula.

2006 STIP Fund Estimate Augmentation Transportation Investment Fund (\$ millions)

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-YearTotal
RESOURCES							
Beginning Reserves:	\$0						
Revenues from the General Fund	\$1,358	\$1,382	\$1,454	\$1,531	\$1,612	\$1,694	\$7,673
General Fund Loan	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Less Transfers Out:</i>							
Traffic Congestion Relief Fund	(\$678)	(\$678)	(\$602)	\$0	\$0	\$0	(\$1,280)
Local Street and Road Repairs	(\$272)	\$0	\$0	(\$612)	(\$645)	(\$678)	(\$1,935)
Public Transportation Account	(\$136)	(\$141)	(\$170)	(\$306)	(\$322)	(\$339)	(\$1,278)
TOTAL RESOURCES	\$272	\$563	\$682	\$613	\$645	\$677	\$3,180
CASH AVAILABLE FOR PROGRAMMING	\$272	\$563	\$682	\$613	\$645	\$677	\$3,180
TIF CAPACITY AVAILABLE FOR STIP	\$600	\$800	\$685	\$685	\$680	\$680	\$3,530

Numbers may not add due to rounding.

Highlights

- The Department of Finance forecasts taxable sales for the state and produces the estimates for the TIF transfers. The TIF transfer for 2006-07 is estimated at \$1.358 billion and is projected to increase at an annual rate of 5 percent during the Fund Estimate (FE) period.
- Local Street and Roads shares in 2006-07 and 2007-08 will be retained in the TIF as a loan repayment to the SHA to fund STIP projects.
- Proposition 42 funding for the Traffic Congestion Relief Fund sunsets in 2007-08, after which transfers will be distributed by the statutory formula identified above.

APPENDIX C – TRANSPORTATION DEFERRED INVESTMENT FUND

The Transportation Deferred Investment Fund (TDIF) was established by AB 1751 (Chapter 224, Statutes of 2003) in response to the suspension of the General Fund transfer to the TIF in 2003-04. The TDIF was created to facilitate the repayment of TIF funds not transferred from the General Fund. TDIF repayments will be distributed in the same manner and amount that would have occurred had the in 2003-04 transfer not been suspended, and include interest calculated at the Pooled Money Investment Account (PMIA) rate.

2006 STIP Fund Estimate Augmentation Transportation Deferred Investment Fund (\$ millions)

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total
RESOURCES							
Beginning Reserves:							
General Fund Loan Payback	\$0	\$1,415	\$83	\$83	\$83	\$83	1,747
<i>Less Transfers Out:</i>							
Traffic Congestion Relief Fund	\$0	(\$321)	(\$83)	(\$83)	(\$83)	(\$83)	(653)
Local Street and Road Repairs	\$0	(\$440)	\$0	\$0	\$0	\$0	(440)
Public Transportation Account	\$0	(\$214)	\$0	\$0	\$0	\$0	(214)
TOTAL RESOURCES	\$0	\$440	\$0	\$0	\$0	\$0	\$440
CASH AVAILABLE FOR PROGRAMMING	\$0	\$440	\$0	\$0	\$0	\$0	\$440
TDIF CAPACITY AVAILABLE FOR STIP	\$0	\$440	\$0	\$0	\$0	\$0	\$440

Numbers may not add due to rounding.

Highlights

- The 2006-07 Enacted Budget authorized an early TDIF loan repayment of \$1.415 billion, which will be partially funded by \$200 million of the 2006-07 spillover transfer.
- Distribution of loan repayments (based on actual State Controller transfers):
 - TDIF for STIP \$440 million
 - Local Streets and Roads \$440 million
 - Public Transportation Account \$214 million
 - Traffic Congestion Relief Fund \$321 million
- After the \$1.415 billion loan repayment, approximately \$746 million will still remain outstanding to the TCRF from the General Fund. Proposition 1A requires this balance to be repaid over the next nine years in annual installments of approximately \$83 million.

APPENDIX D – TRANSPORTATION FACILITIES ACCOUNT

The Transportation Facilities Account (TFA) was created as part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This act provides \$2 billion for projects in the State Transportation Improvement Program (STIP), to augment funds otherwise available for this purpose from other sources. Funds deposited in the TFA, will be made available to the Department based on Legislative appropriation, and allocated by the California Transportation Commission (Commission) in the same manner as funds allocated for STIP projects under existing law.

Currently, no authorized resources from the TFA have been committed to STIP projects or support. The California State Treasurer may make short-term loans from the Pooled Money Investment Account including issuance of commercial paper, to provide interim financing to projects funded from the TFA. The State Treasurer will sell general obligation bonds and use the proceeds to pay off the liabilities of the PMIA loans and commercial paper.

The actual capacity for projects that can be funded will depend on costs for project development and administration costs, once determined.

2006 STIP Fund Estimate Augmentation Transportation Facilities Account (\$ millions)

===Capacity displayed below represents program capacity, which includes capital outlay and capital outlay support===

	STIP TOTAL
Resources	
Bond Authorization	\$2,000
Administrative and Miscellaneous Costs * \$40	
Committed Program (To Be Determined) _____ N/A	
Total Commitments	\$40
AVAILABLE FOR PROGRAMMING	\$1,960

* Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

APPENDIX E – HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT

The Highway Safety, Rehabilitation, and Preservation Account (HSRPA) was created as part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This act provides \$750 million for projects in the State Highway Operation and Protection Program (SHOPP), with \$250 million identified for traffic light synchronization projects or other technology-based projects to improve safety, operations, and the effective capacity of local streets and roads. Funds deposited in the HSPRA will be made available to the Department based on Legislative appropriation, and allocated by the California Transportation Commission (Commission) for the purposes of the SHOPP under existing law.

Currently, no authorized resources from the HSRPA have been committed to SHOPP projects or support. The California State Treasurer may make short-term loans from the Pooled Money Investment Account including issuance of commercial paper, to provide interim financing to projects funded from the HSPRA. The State Treasurer will sell general obligation bonds and use the proceeds to pay off the liabilities of the PMIA loans and commercial paper.

The actual capacity for projects that can be funded will depend on costs for project development and administration costs, once determined.

2006 STIP Fund Estimate Augmentation Highway Safety, Rehabilitation, and Preservation Account (\$ millions)

===Capacity displayed below represents program capacity, which includes capital outlay and capital outlay support===

	SHOPP TOTAL
Resources	
Bond Authorization	\$750
Administrative and Miscellaneous Costs * \$15	
Committed Program	
Traffic light synchronization and technology-based improvement projects \$245	
Total Commitments	\$260
AVAILABLE FOR PROGRAMMING	\$490

* Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 13-14, 2006

Reference No.: 4.5
Action Item

From: 
CINDY MCKIM
Chief Financial Officer

Prepared by: Norma Ortega
Chief
Division of Budgets

Subject: **ADOPTION OF THE 2006 STIP FUND ESTIMATE AUGMENTATION
RESOLUTION G-06-**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the attached resolution adopting the 2006 State Transportation Improvement Program (STIP) Fund Estimate Augmentation.

ISSUE:

The passage of Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Act), at the November 2006 General elections, necessitated an augmentation to the adopted 2006 Fund Estimate to account for the new STIP funds provided by the Act. The Department presented a Draft 2006 STIP Fund Estimate Augmentation at the November 2006 Commission meeting.

BACKGROUND:

The purpose of the Fund Estimate is to provide an estimate of all federal and State funds reasonably expected to be available for programming in the subsequent STIP. The Commission adopted the 2006 STIP Fund Estimate on September 29, 2005, as required under Government Code Sections 14524 and 14525.

The results of the 2006 STIP Fund Estimate Augmentation are displayed in the attached document. Additional details will be presented at the December 2006 Commission meeting.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2006 Fund Estimate Augmentation

Resolution G-06-21

- 1.1. WHEREAS, Government Code Sections 14524 and 14525 require the Department of Transportation (Department) to present and the California Transportation Commission (Commission) to adopt a biennial State Transportation Improvement Program (STIP) Fund Estimate to include and estimate all State and federal funds reasonably expected to be available for the biennial STIP, including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on September 29, 2005, the Commission adopted the 2006 STIP Fund Estimate; and
- 1.3. WHEREAS, on November 7, 2006, the people of the State of California, by majority vote, enacted Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and
- 1.4. WHEREAS, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 provides bond funding for STIP projects; and
- 1.5. WHEREAS, on November 8, 2006 the Department presented the Draft 2006 STIP Fund Estimate Augmentation, developed in consultation with Commission staff; and
- 1.6. WHEREAS, on December 13, 2006, the Department presented to the Commission the 2006 STIP Fund Estimate Augmentation, which included estimates of additional programming capacity for the Fund Estimate made available from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the 2006 STIP Fund Estimate Augmentation; and
- 2.2. BE IT FUTURE RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2006 STIP Fund Estimate Augmentation, including estimates of county and interregional shares, to each regional agency and county transportation commission.